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THE VICTORY OF ST. LOUIS

Sentiment decided the Democratic national committee to take its national convention for next year to St. Louis. The South wanted the recognition involved in providing hospitality for the party council, and the South is strong enough in the Democratic party to insist on its demands. That was the sentiment which made it possible even for Dallas to poll more votes on first ballot than Chicago could.

From the Democratic viewpoint, St. Louis is geographically the ideal convention town, just as Chicago is from the Republican. That is, St. Louis is nearer the Democratic center of gravity than is any other town with accommodations ample for the care of a national convention; while Chicago occupies precisely the same relation to the Republican party.

In selecting Wednesday, June 14, as the date for the convention's opening, the national committee gave very practical indorsement to the universal opinion that President Wilson will be renominated without opposition. A convention meeting on Wednesday has at most only four days in which to do its work, for the great majority of delegates come with the expectation that they will not be kept over a Sunday. In the present case there is no apparent reason why a three-day convention should not transact all the business in hand.

Democracy having selected St. Louis, it becomes the more probable that the Republicans will go to Chicago; and there could hardly have been a more satisfactory adjustment. The Republican convention will be a long one, unless all signs fail, and one marked by hard work and heavy, nervous stress on those who must participate in its work. These are substantial reasons why the most accessible, best equipped city, with the best prospect of comfortable weather, should be chosen; and on these points Republicans have long given Chicago the palm.

THE GRANGE'S COME-BACK

This month brings the forty-eighth anniversary of the founding of the National Grange of Patrons of Husbandry. Somewhat prematurely, it seems, there is talk already of the semi-centennial sessions. It will be news to some that the Grange still is alive and thriving. Organized in December, 1867, by O. H. Kelley, a clerk in the Department of Agriculture, who made a tour of the Southern States and returned impressed with the needs of that section for the advancement of co-operation might effect, the order grew rapidly in power and influence until in 1875 it was reputed to have 1,500,000 members.

Partly, but not entirely, through its own fault, the Grange fell under a cloud because of political activity. Much that was not creditable was laid at its door. It did, however, effect great good. For example, it secured passage of the oleomargarine act, had the head of the Department of Agriculture made a Cabinet officer, had experiment stations founded and backed the passage of the interstate commerce act. But its connection with politics caused a swift fall in fortunes. Now for many years the Grange has kept clear of politics and has devoted itself to the promotion of education, to increasing the culture of its members, and to technical instruction in agriculture.

On this sordid basis the order has advanced until enthusiasts say the membership is back at the old high-water mark. It is the largest agricultural organization in the United States, if not in the world, and its era of greatest usefulness is still before it.

HELP FOR THE RAILROADS

In all his discussion of our domestic problems and conditions by far the most significant thing the President has said is in his brief but pointed and admirable reference to this country's railway situation. He very clearly realizes that a great deal of the present incapacity of our common carriers to handle the huge traffic which has swamped them is due to the limitations and restrictions with which they have been hedged in and shackled by both the enactment and the enforcement of laws, most of them good, but some of them prohibitive of the necessary development of the railways.

For the first time in our transportation history the American railways have not been able in the last two or three years to provide for the

future growth of the country. On top of this several of the great systems have been torn apart, so to speak, limb from limb, so that their efficiency in the present pressure of unprecedented traffic is thus doubly hampered—by lack of new facilities and by the impaired use of all the old facilities.

From the language he uses President Wilson thinks that, so much having been done against the railroads, it is now time to do something for them that they may do all they need to do for the public. He advises a commission to look into the question of what should be done and can be done in behalf of "coordination and efficiency" of the railroads.

Co-ordination is a word which comes almost skin close to combination, properly ordered and wisely regulated. What Mr. Wilson recommends, therefore, if his words express his meaning—and scarcely any man in this country exercises a more discriminating use of our language—is that with all the pulling apart which has been done with the railroads the Government now shall permit some essential putting-together again of the railroads.

Not only will the industrial and commercial interests surely, but the greater part of our wage-earners probably second him in this effort to make the most of the railroads that can be made of them for the sake of the whole country.

NEW SUBMARINE OUTRADES

Attacks by submarines on American tank steamers in the Mediterranean can be construed only to mean that the central powers are prepared to continue the most offensive attitude possible toward the United States. Facts about these latest assaults on unarmed neutrals are yet meager; but the circumstances surrounding American relations with both Germany and Austria point to the conclusion that the contemptuous attitude they have from the beginning assumed toward this country is now being emphasized.

Germany has given no satisfaction in the Lusitania case; she has not disavowed the crime, but rather has added insult by an indication of willingness to give a cash payment, acceptance of which without any real reparation ought to be utterly impossible if this country would protect its self-respect. In the Ancona case Austria has not even made a final answer as to her view and understanding of the facts surrounding the affair. Now come the attacks on neutral vessels under the United States flag. Whether it shall prove that they were fired on without warning, or whether they are charged with trying to escape, we now know enough about the methods of submarine warfare to understand that some sort of excuse is always ready, that neither belligerent nor neutral is safe, that combatant and non-combatant alike take their lives in their hands whenever they are in a submarine zone, and that there is not and never has been any real effort to save the lives of helpless victims.

The presumption of a deliberate effort to nag the United States is strengthened by the fact that these attacks on our flag follow immediately on the heels of the demand that German diplomats in this country be recalled, and on the insistence of Germany that she must have reasons. All the factors combine to enforce the feeling that the Teutonic powers have determined to force the hand of the United States. With precisely what purpose, or for what possible ultimate advantage to themselves, it is impossible even to conjecture.

But it is very sure that the United States cannot with regard for its prestige before the world permit this kind of thing to continue always without effectively resenting it. The limits of patience and restraint are already passed; and the confines of national pusillanimity are in sight. It is not yet to be believed that this nation will permit itself to enter upon that realm.

THE PRESIDENT'S MEANING

Careful reading of the President's observations about the future policy toward the American army, leaves the distinct impression that his meaning is either very vague, or else is concealed, subject to a later revision, within a nebula of skillful phrase. For instance:

We will not maintain a standing army except for uses which are as necessary in times of peace as in times of war; and we shall always see to it that our military peace establishment is no larger than is actually and continuously needed for the uses of days in which no enemies move against us.

It would be interesting to get entirely independent constructions of that sentence from, let us say, the six men who are chairmen of the Appropriations, Military Affairs, Ways and Means, and Finance Committees of the two houses of Congress. These men are all of the President's own party and presumably understand what the party leader expects of them when they get down to formulating measures for raising and also for spending the money that must go for preparedness.

It is not difficult to imagine Mr.

Kitchin extracting large satisfaction from such an expression. He has not been an advocate of preparedness in the degree that some others have been. He has not agreed with the head of his party at all points. He has expressed the opinion that sea-coast defense through use of submarines would serve the necessities of this country, and has allowed it to be understood that he does not favor battleship construction on a largely increased scale, or a great increase in the army. As to the army, then, Mr. Kitchin might easily conclude that he had won the President.

What does the Chief Executive mean by insisting that "we will not maintain a standing army except for uses which are as necessary in times of peace as in times of war?" What are the uses of an army "as necessary in times of peace as in times of war?" They do not readily occur to the inquiring mind. An army is commonly presumed to be organized and trained in time of peace, in order that it may fight in time of war. The present standing army of the United States may have some very specific utilities in time of peace; but they are not obvious. It doesn't suppress insurrections among the citizenry; it doesn't hold States or cities in subjection; it doesn't perform any economic service unless spending the annual appropriation for it may be accounted such a service.

There are no uses for an army "as necessary in times of peace as in times of war." If the President has some curious construction in the back of his mind, to justify such phrases, he ought to let Congress and the country understand him. In popular conception, armies are raised to fight; to fight in war, not in peace. They are more or less necessary burdens in time of peace; but very valuable defenders in time of war. No measure of dialectic acrobatics can make this sentence of the President's mean anything that points toward preparedness. Rather, it is calculated to give comfort and satisfaction to opponents of that policy. The best that can be said of it is that it cannot possibly be intended to mean what it seems to mean; and it is employed in the message in such a relationship to the whole document that it must be construed somehow, must be given a real significance. We guess that Congress will take occasion to wonder quite extensively what the President meant it to mean.

STRANGLATION TAXES

Surely if Congress remains in possession of its senses it will never undertake to impose the suggested taxes on gasoline, on pig iron, on fabricated steel—is it possible that the President comprehends all that this term means?—and on similar industrial products. For just when this country is going into a world's war for the world's trade such taxation would fetter our industries striving to compete in international fields and strangle our export commerce.

Such taxes on any of our products, finished, partly finished, or raw, would, so far as our foreign trade is concerned, be equivalent in all cases to an export duty and in some cases undoubtedly would be a positive embargo.

So far as foreign competition in our own markets is concerned, a tax upon the production of any commodity here could, of course, be counterbalanced by a corresponding import duty so as not to put our own taxed product in our own high-priced market at the mercy of the foreign article coming into this market free of such tax. And the countervailing duty would have to be imposed, or, in not a few instances, the Government's revenue tax upon production would simply tax the products out of existence.

But, short of a bounty or a rebate on all such products destined for export—and this is no time to talk of such devices—there would be no way to give such industries, in anything like closely competitive fields abroad, a chance for their lives. There are too many available methods of raising abundant revenues in this country to warrant taxes whose touch would mean sickness and perhaps death to our foreign trade.

So it is inconceivable that Congress would act upon Mr. Wilson's suggestions of such taxes. Indeed, it is not likely that he himself, upon second thought, will think any better of them than the rest of the country will.

Insofar as relief from famine is concerned, Serbia's benevolent conquerors may award the starving peasants full rights to all the snowfalls.

If Mr. Ford's party is unsuccessful in securing peace, District Democrats will have a strong rival organization for honors in the hiatus department.

It was only an untimely demise that prevented Mme. Thebes from predicting great unrest in Europe next year.

The fortunate Europeans are only digging into the ground for the winter, while poor old father is forced to dig into his bankroll.

TO REPEAT ZARQUETA FOR PAN-AMERICANS

Play Presented Last Night Probably Will Be Given Before Scientific Congress.

The committee in charge of the entertainment of the delegates to the second Pan-American Scientific Congress to be held here beginning December 27, has requested the dramatic organization built up in the Spanish-American Atheneum to give a second performance of its play "Zarquetu," for the entertainment of the members of the congress. The date for the performance probably will be announced later.

The first performance of the play was given last night at Rauscher's before an audience composed of members of the Atheneum and their friends. The play was given in Spanish by a company especially selected and carefully rehearsed. For the benefit of students of Spanish in the audience who have not progressed to the point where they can follow the language easily, a synopsis of each act was read in English by Mrs. Jennie O. Berliner, secretary of the Atheneum.

The play was produced under the direction of William J. Kavanaugh, of the Kavanaugh School of Expression, and the cast included Mrs. Rosario Munoz Morrison, Mrs. E. B. Newman, Miss E. L. Kelley, Miss Helen Hauke, Marcos F. Finley, Dr. Arturo L. Guerra, George Heuser, Oscar B. Ralston, George L. Guerra, and Alton Rosa Hodgkins. Wilder, Freeman and Shirley Macias acted as stage managers.

The performance was a musical program was presented by Miss Stella Amores, Miss Ida Ullman, Mrs. Selma Heller, and Miss M. Howard. Mrs. Morrison, and Messrs. Ralston, Reuter, and Howard. The ushers were William Kullner, Martinez de Alva, Fernando Gonzalez, and Enrique Enrique Corondo, and D. L. Herrera.

Adj. H. S. de Malauense, of the French army, and Dr. Joshua R. Williams, of Philadelphia and Paris, both of whom are on leave of absence from the French army and hospital forces, respectively, will tell the story of the real life of the play.

Interpreting debate, "Literary Test for Immigrants," Junior Debating Society, Georgetown University Law School, 7:30 p. m. Smoker, Cornell Club, University Club, 8 p. m.

Before audience of Boy Scouts, on "War Signals in Time of War and Peace," Signals in Time of Peace, Foundry M. E. Church, 5 p. m.

Meeting, Civil Service Commission, 2 p. m. for election of officers, Headquarters, 8 p. m.

Concert, U. S. Soldiers' Home Band Orchestra, Stanley Hall, 6:45 p. m.

Meeting, Chemical Society of Washington, in the evening, at the University Club, 8 p. m.

Celebration of feast of Immaculate Conception, all Catholic churches, morning and evening, Memorial in chapel of Gibson's Memorial Hall, Catholic University, 10:30 a. m.

Monthly meeting, board of control of the Washington District Epworth League, 8:30 p. m.

Address, before District of Columbia section of the National Association, National Civic Federation, National Civic League, 8:30 p. m.

Christmas convention, National Y. M. C. A., 8:30 p. m.

Meeting, Democratic national committee, 8:30 p. m.

Attractions Coming to Capital Theaters

The engagement of the Boston Grand Opera Company, combined with the Pavlova Ballet Russe, has been definitely settled upon, and Washington music lovers will have an opportunity to hear and see the combined companies December 16, 17, and 18 at the Belasco Theater.

The repertoire will be: December 16, "The Love of Three Kings," with Villani and Ferrari-Fontana in the cast, and "Snowflakes," from Tschakovsky's "Nut Cracker" ballet, December 17, "Madame Butterfly," with Tamaki Miura and Riccardo Martin and Egyptian ballet; Saturday matinee, "Cavalleria Rusticana" and mmo-choreographic version of Gluck's "Elysian Fields," Saturday night, "Pagliacci," followed by "Conella."

The interest that is always taken in the visits of Maude Adams is accentuated just now by the fact that during her stay at the National Theater next week she is to be seen in two of J. M. Barrie's best known comedies, "The Little Minister," and "What Every Woman Knows." It was in "The Little Minister" that Maude made her debut as a star, the event taking place in this city, in which the first performance of the play on any stage was given.

There has been an insistent demand that the actress again give the play, and many of the requests have come from hosts of admirers who never had the opportunity of seeing the actress in person. Last night, Miss Adams will, of course, essay her old role of the elusive Lady Babbie, who caused the little minister of the church in Thrumbs to fall in love with her. Dallas Anderson will be the little minister, R. Peyton Carter, Fred Taylor, David Torrence, J. M. MacLennan, Morton Selten, Ada Boswell, Lida Barclay, and Angela Ogden will be seen in the supporting company.

"The Little Minister" will be the bill Monday and Wednesday afternoon and night, and Saturday afternoon and night. "What Every Woman Knows" will be readily recalled, for it is one of the most successful plays from Mr. Barrie's pen. It treats of the marriage of Maggie Wylie to the ambitious John Shand, and her efforts to make a great deal of the young Scot, who was so sober a mind that he had never laughed in his life. Maggie Wylie is portrayed by the actress, who will be the heroine. This comedy will be the offering Tuesday, Thursday and Friday nights.

Adj. H. S. de Malauense, of the French army, and Dr. Joshua R. Williams, of Philadelphia and Paris, both of whom are on leave of absence from the French army and hospital forces, respectively, will tell the story of the real life of the play.

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WAR BRINGS GOLD TO SHIPPING MEN

Great Fortunes Being Made by Craft Owners—Vessel Earns \$200,000 One Voyage.

NEW YORK, Dec. 8.—The shipping boom resulting from the decrease in the world's tonnage and the consequent increase in the demand for ocean carriers has brought unprecedented prosperity to steamship companies operating vessels out of this port. The manifestos of the shipping boom are seen in the swollen profits of the Cunard Steamship Company, the Holland-American line, the Norwegian-American line, and in the returns to shipping agents, whose business has in some cases been multiplied by the war. The International Mercantile Marine as a result of the profits accruing from the war, is said to be in a position to end its receivership and declare itself solvent. It is asserted the company awaits only the completion of the preferred stockholders' audit to take this step.

Fruit Company Breaks Record.
An indirect result of the war is the augmented profits of the United Fruit Company, whose excess of income over outgo was greater than ever before in the company's history. The profits of the best previous year, the company ever had, are exceeded by \$1,000,000. This is equal to 16 per cent on the stock.

The financial status of the United Fruit Company is known to surpass that of the United Fruit Company. Although no figures on the profits of the United Fruit Company are available, it is said it is planning a dividend of 15 per cent, as well as a bonus among its shareholders. In its last dividend, the company paid a 10 per cent dividend and a 10 per cent bonus. The United Fruit Company has added twenty-four chartered steamers to its fleet to meet the demand for tonnage and has established a service between Boston and London. The company asserts it cannot get enough vessels to meet its need, and that if it is possible to obtain the facilities of the port would not enable it to handle the business it could get.

The same trend is shown in the American line, whose freight business has increased 400 per cent. This concern is handling freight for Norway alone. Although this restriction, the company has chartered eight additional steamers. The company has been compelled to refuse shipments of hundreds of tons.

\$200,000 From One Voyage.
In sudden fortunes made through the war, Wall Street has been hit by a little more profligate than the ocean. A big munition carrier plying between this port and Liverpool is reported to have cleared \$200,000 in one trip. A Norwegian company owning an iron four-masted bark paid a dividend of 10 per cent last year, 20 per cent in January, and 50 per cent last June. Many similar instances which could have been impossible before the war are known to the shipping world.

Prosperity is by no means limited to vessels plying to Europe. South American trade is coming in for its share. Reports from Brazil indicate that the Lloyd Brasileiro, which is owned by the Brazilian government, is having the first prosperous year of its career.

This enterprise was up for sale by the government in December, 1913, and again in June, 1914, without any offer being made. The first time the sale was ultimately was rejected. Owing to the rise in freights due to the war, the earnings of the company have been satisfactory. The Brazilian government has decided to continue the service.

Spanish maritime enterprises also have reaped a harvest. It was asserted here by persons in close touch with Spanish shipping concerns that the Asociacion Espanola de Navieros, which is owned by the Spanish government, has decided to continue the service.

Figures furnished by a Danish shipping concern in Copenhagen show that one steamship company of Denmark shows an increase of 25 points in its quotation for cargo space for the first week of the year 1915. A striking example of the boom for Danish companies is shown by the fact that average increase in quotation for cargo space for the first week of the year 1915 was 100 points.

Greek Marine Grows.

The surprising development of the merchant marine of Greece is due to shipping profits resulting from the war. In the period from April 1, 1914, to the end of the year, no fewer than eighty-five vessels representing altogether 29,542 tons, were added to the Greek register, bringing it up to a total of 90,000 tons. The bulk of the tonnage in this period was constructed after the start of the war.

The American steamer S. V. Luckenbach was bought by Barber & Co. from the Luckenbach Steamship Company for \$250,000. The steamer is of 2,350 tons net register. She was renamed the Omega, and has recently completed her first voyage under that name between New York and Australia.

It is reported the Omega carried about 5,000 tons of cargo for the Russian White Sea port and an average of a ton was secured in freight by the agent-owners, giving them approximately \$25,000 for the single trip.

\$100,000 GIVEN TO WIDENERS SERVANTS
Valet of Late Traction Man Receives \$25,000, a House, and Life Salary.

PHILADELPHIA, Dec. 8.—One hundred thousand dollars has been distributed among the servants and employees of P. A. B. Widener, traction man and art collector, who died last month. The sum was divided among the widows, who received amounts ranging from \$1,000 to \$25,000.